

FIG. 1

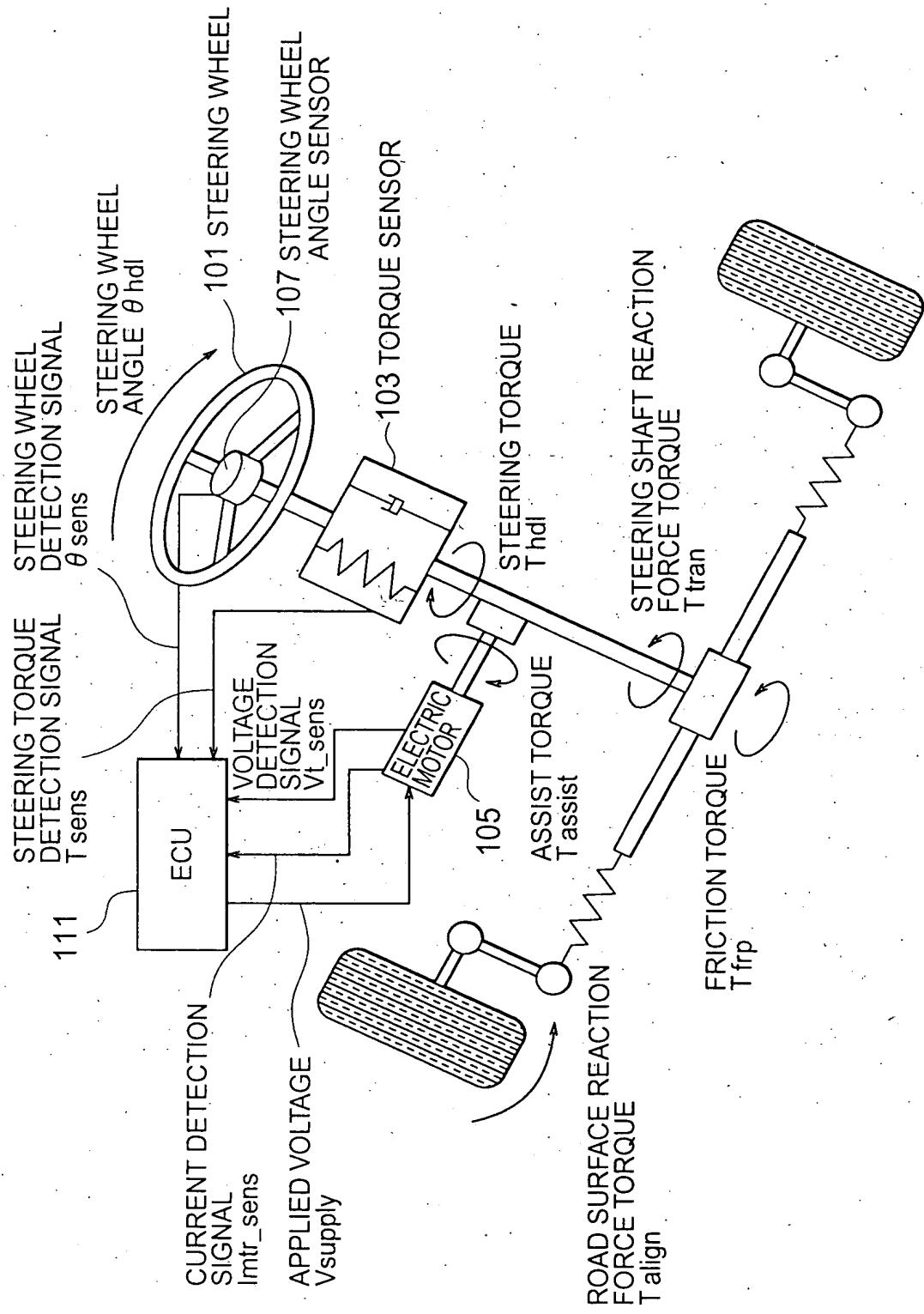
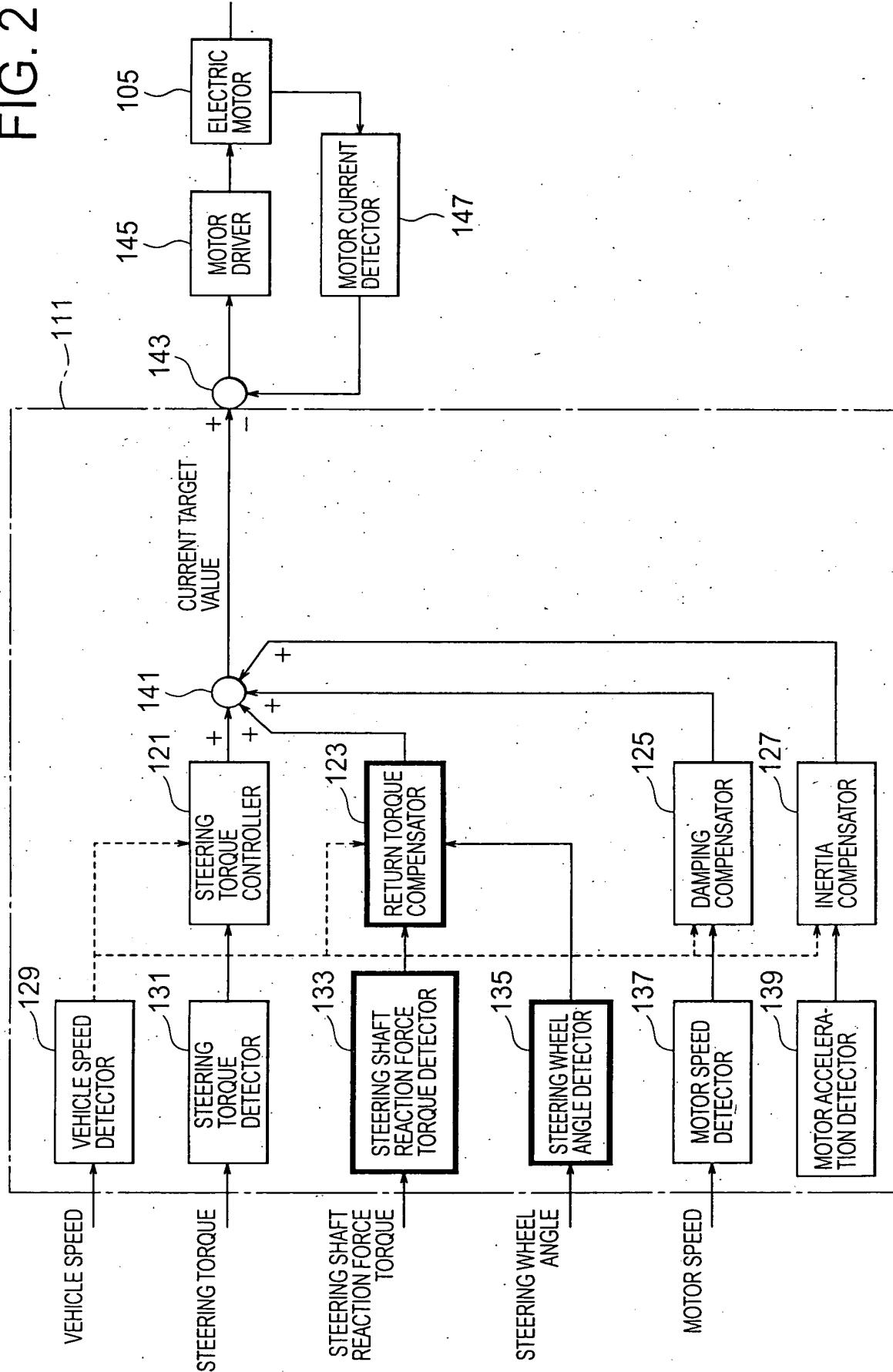


FIG. 2



# FIG. 3

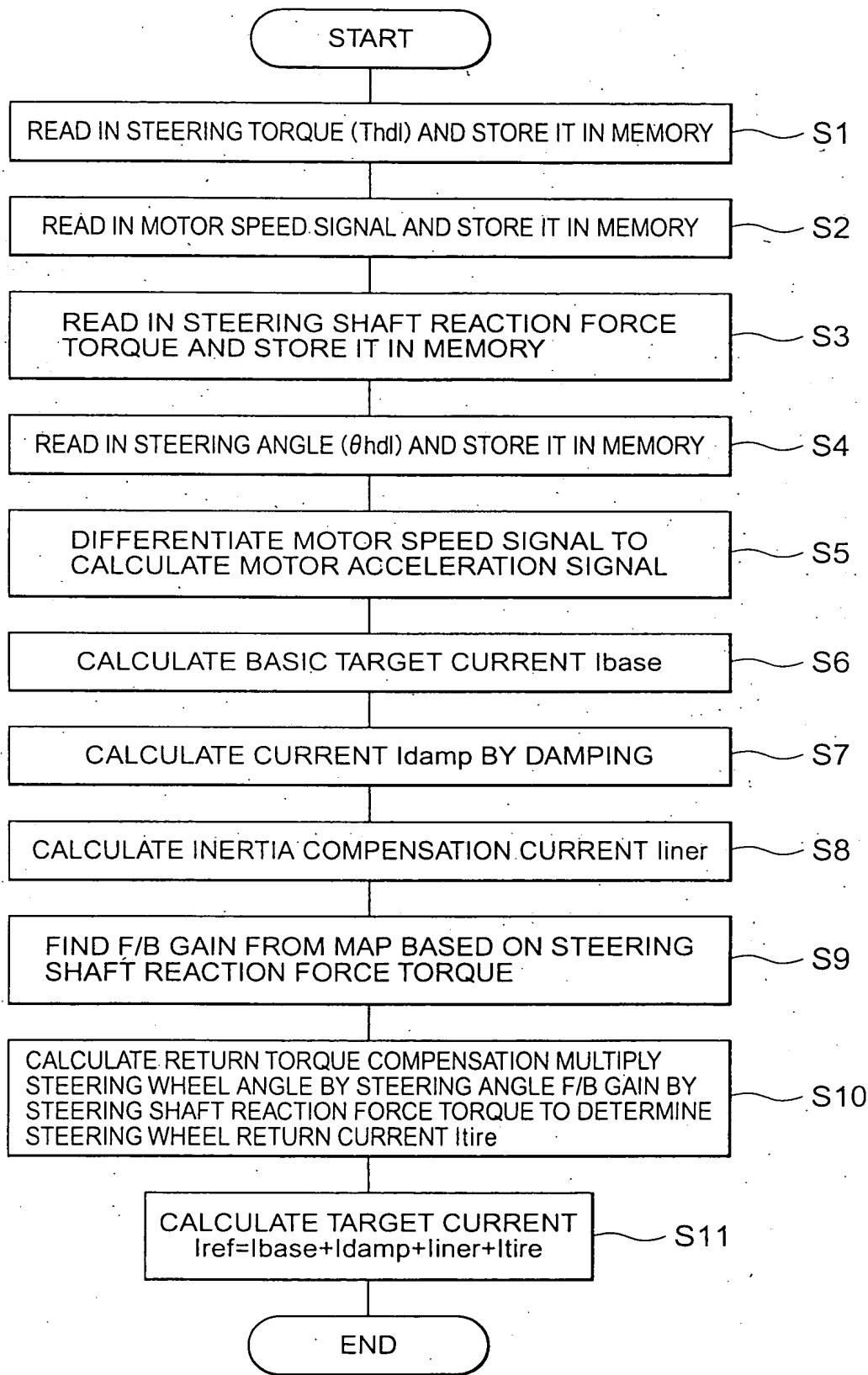


FIG. 4

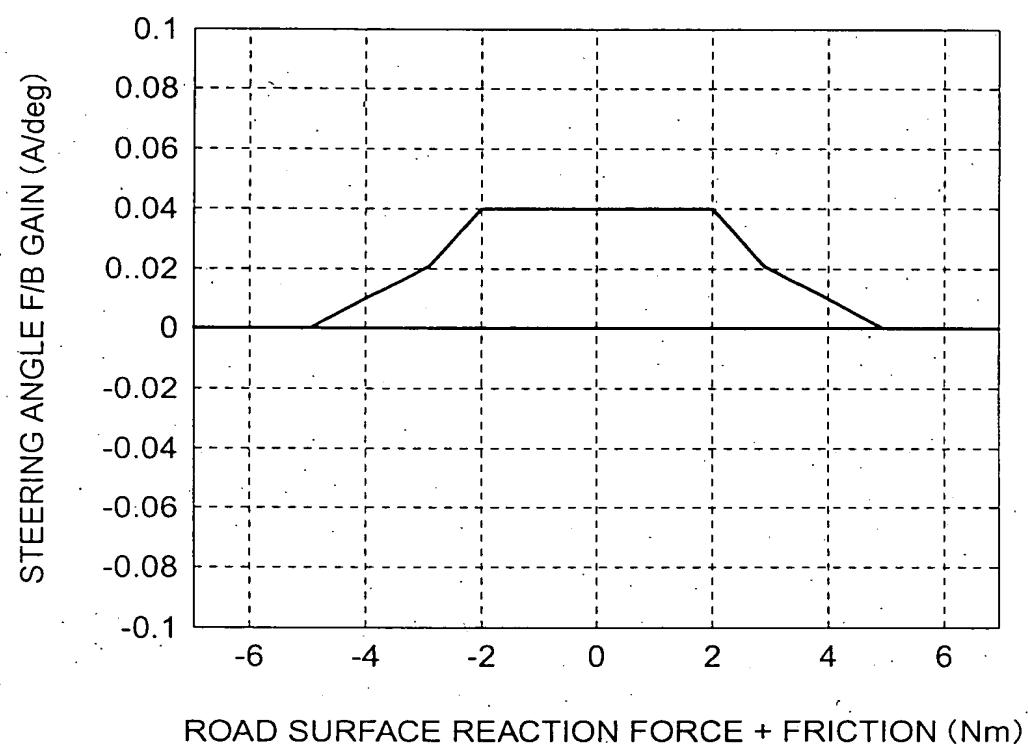


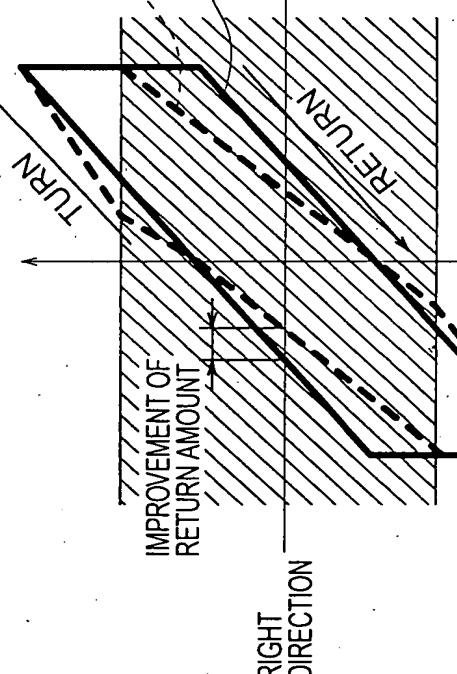
FIG. 5A

CORRECTED STEERING WHEEL  
ANGLE F/B COMPENSATION

(PRESENT INVENTION)

— RELATIONSHIP BETWEEN STEERING WHEEL ANGLE —  
— AND STEERING SHAFT REACTION FORCE/TORQUE

STEERING SHAFT  
REACTION FORCE  
TORQUE



AREA WHERE GAIN  
IS SET LARGE

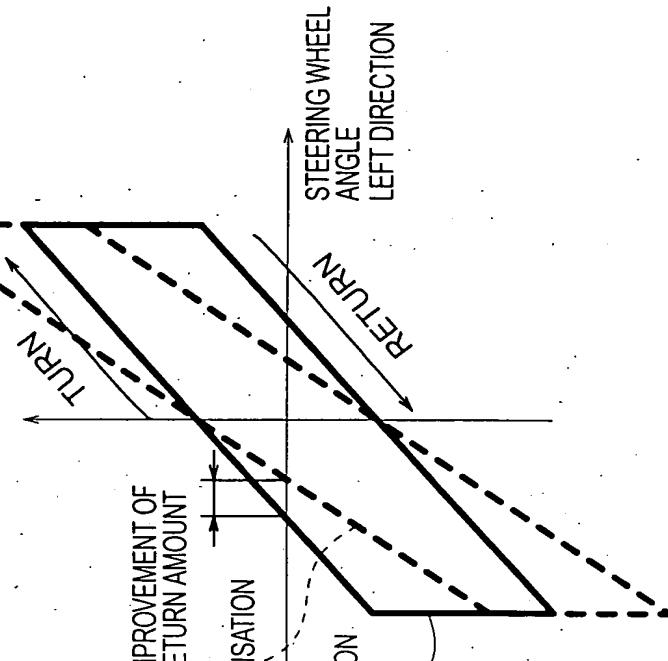
FIG. 5B

SIMPLE STEERING WHEEL  
ANGLE F/B COMPENSATION

(CONVENTIONAL METHOD)

— RELATIONSHIP BETWEEN STEERING WHEEL ANGLE —  
— AND STEERING SHAFT REACTION FORCE/TORQUE

STEERING SHAFT  
REACTION FORCE  
TORQUE



AREA WHERE GAIN  
IS SET LARGE

FIG. 6A  
CORRECTED STEERING WHEEL  
ANGLE F/B COMPENSATION

(PRESENT INVENTION)

— RELATIONSHIP BETWEEN STEERING WHEEL ANGLE AND STEERING  
SHAFT REACTION FORCE TORQUE (SLIPPERY ROAD SURFACE)

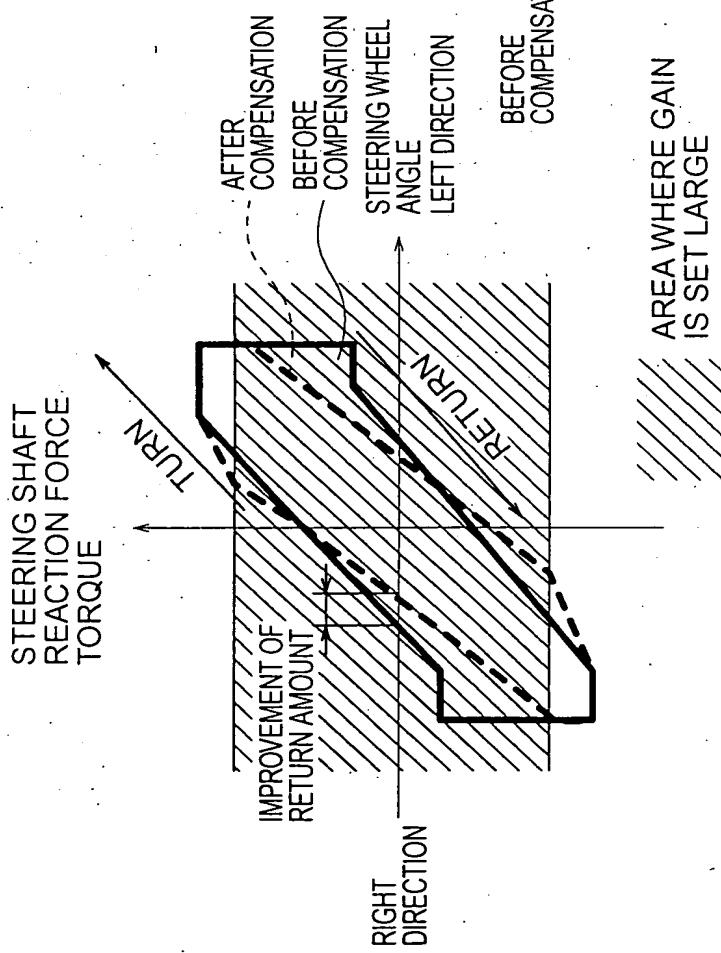


FIG. 6B

SIMPLE STEERING WHEEL  
ANGLE F/B COMPENSATION

(CONVENTIONAL METHOD)

— RELATIONSHIP BETWEEN STEERING WHEEL ANGLE AND STEERING  
SHAFT REACTION FORCE TORQUE (SLIPPERY ROAD SURFACE)

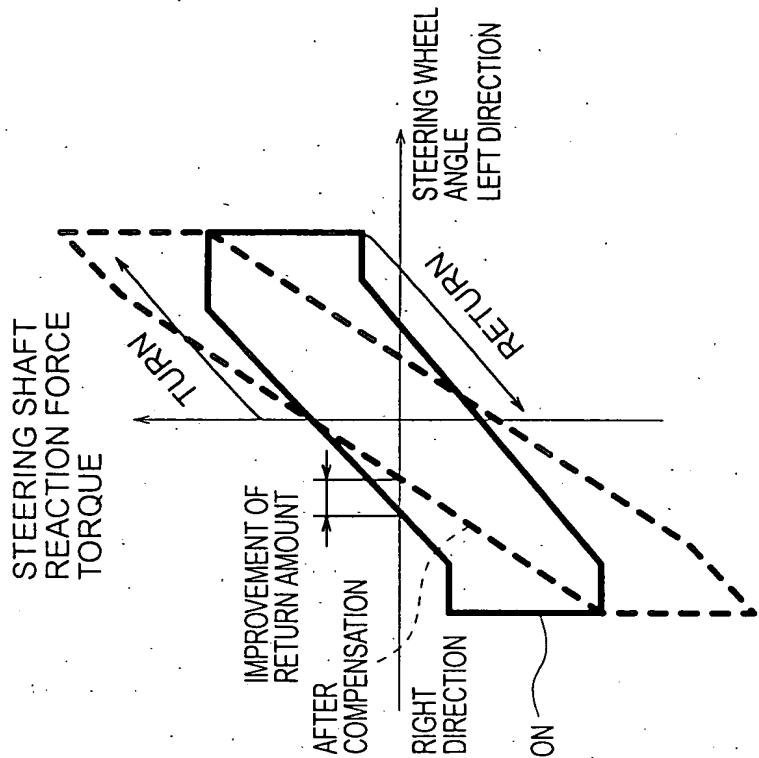


FIG. 7

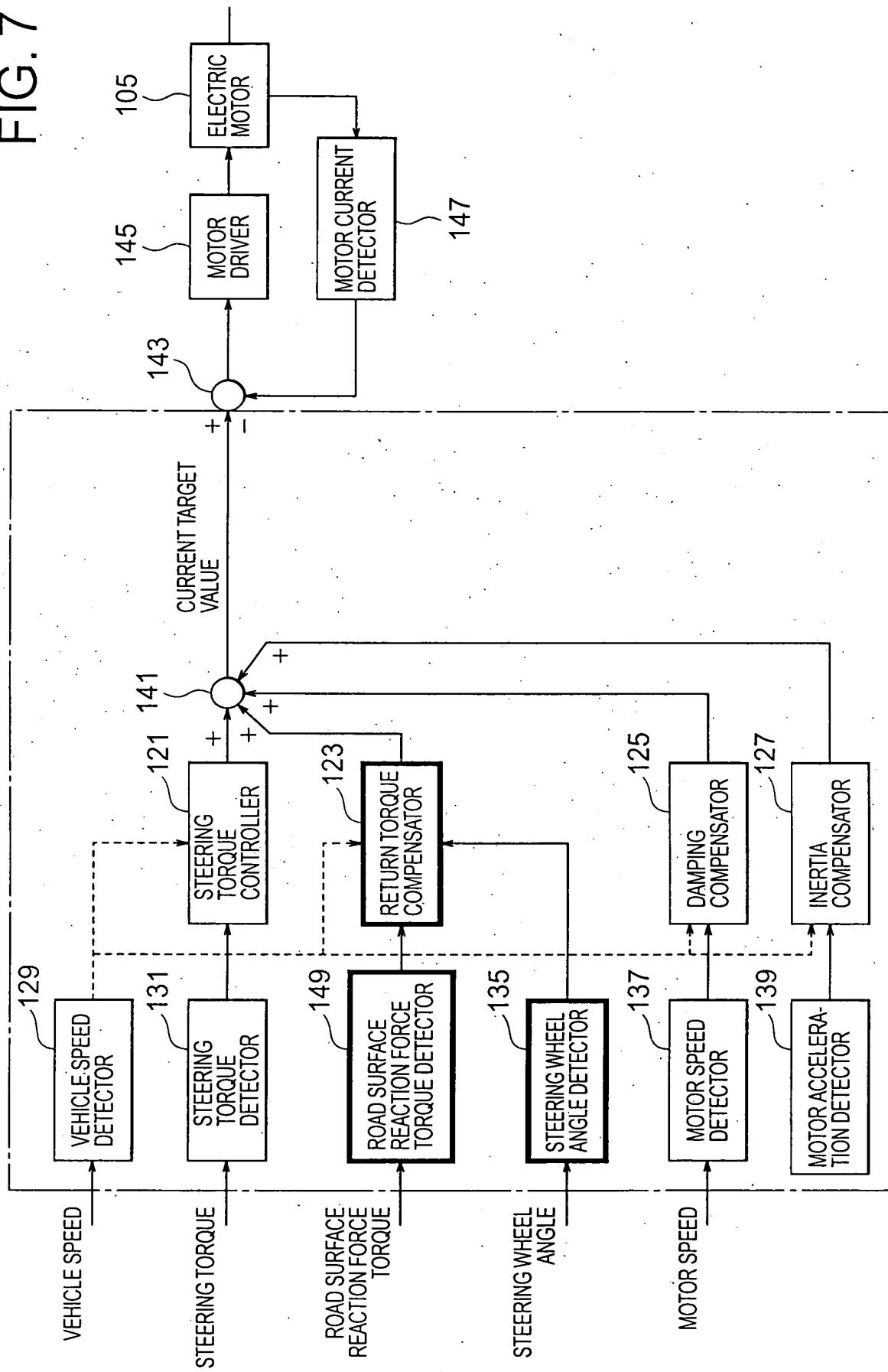


FIG. 8

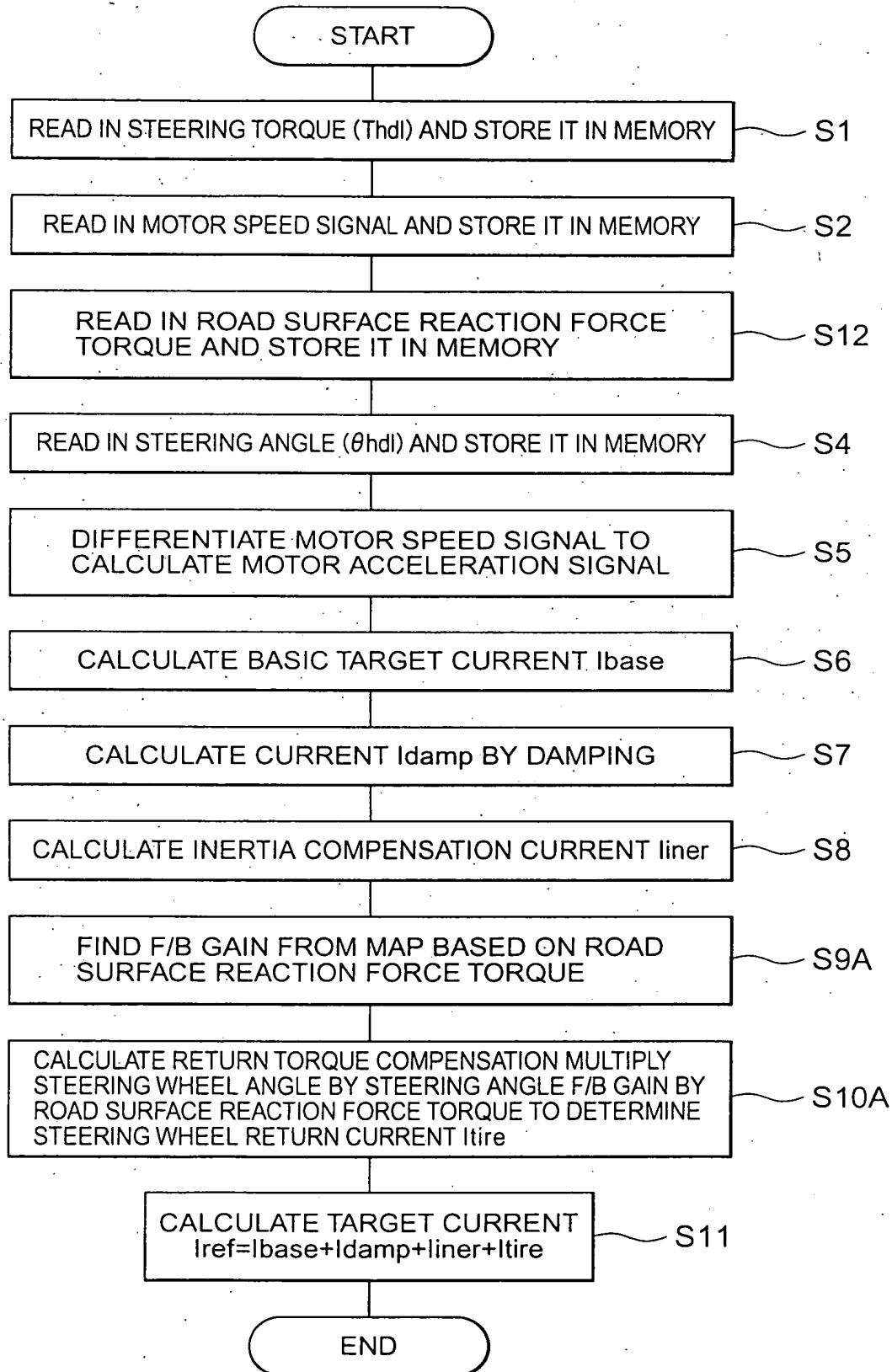


FIG. 9

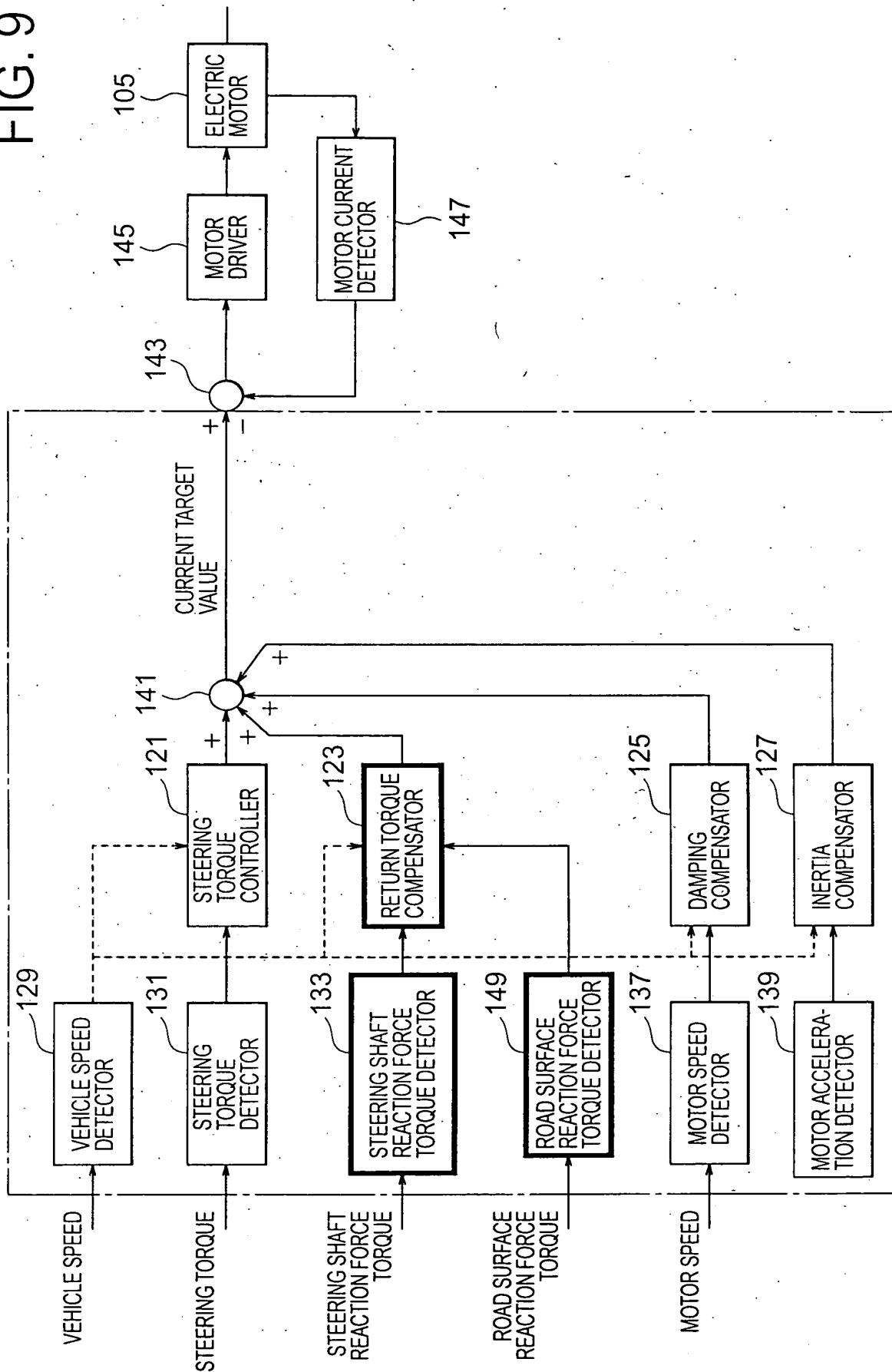


FIG. 10

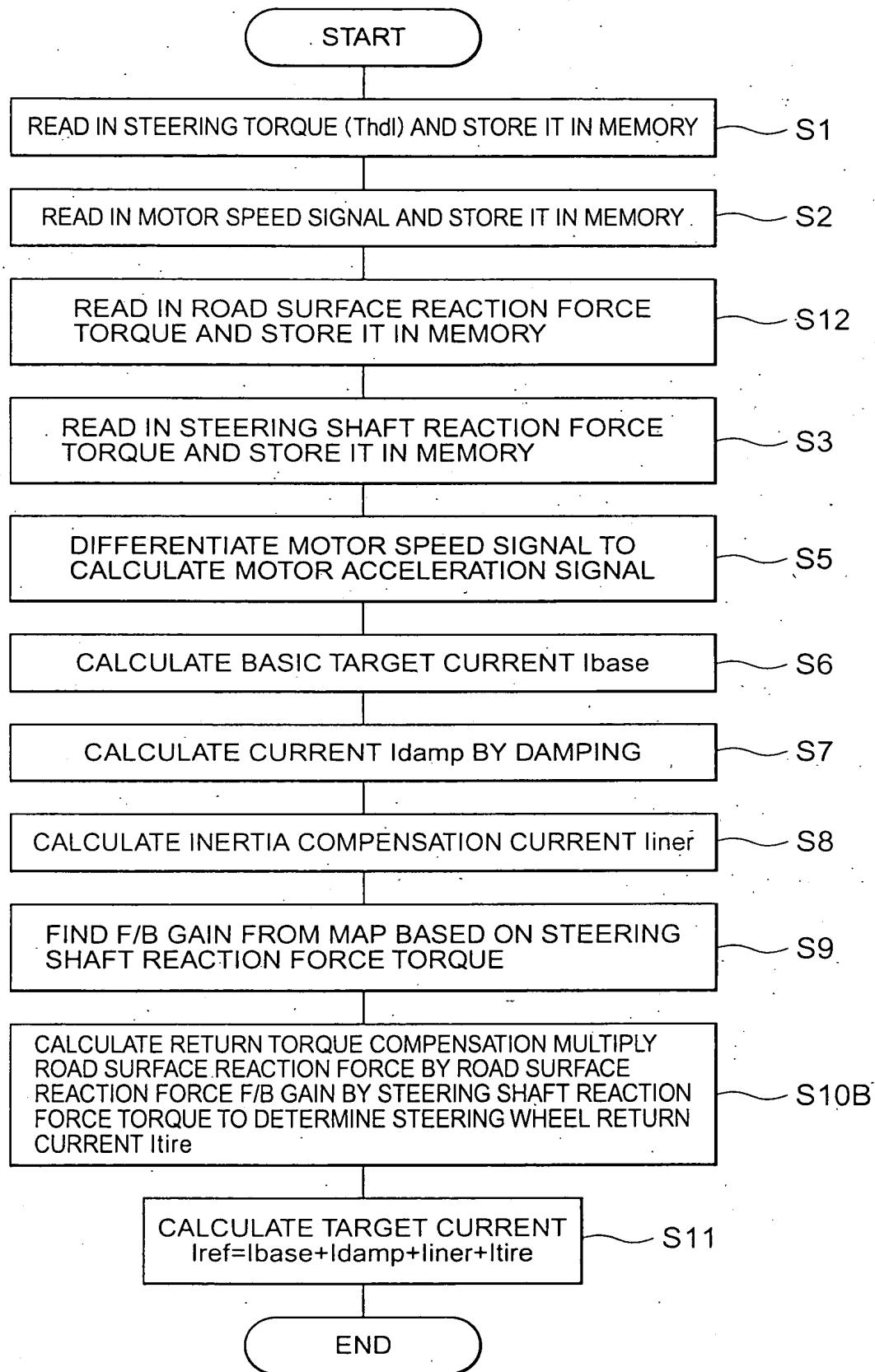


FIG. 11

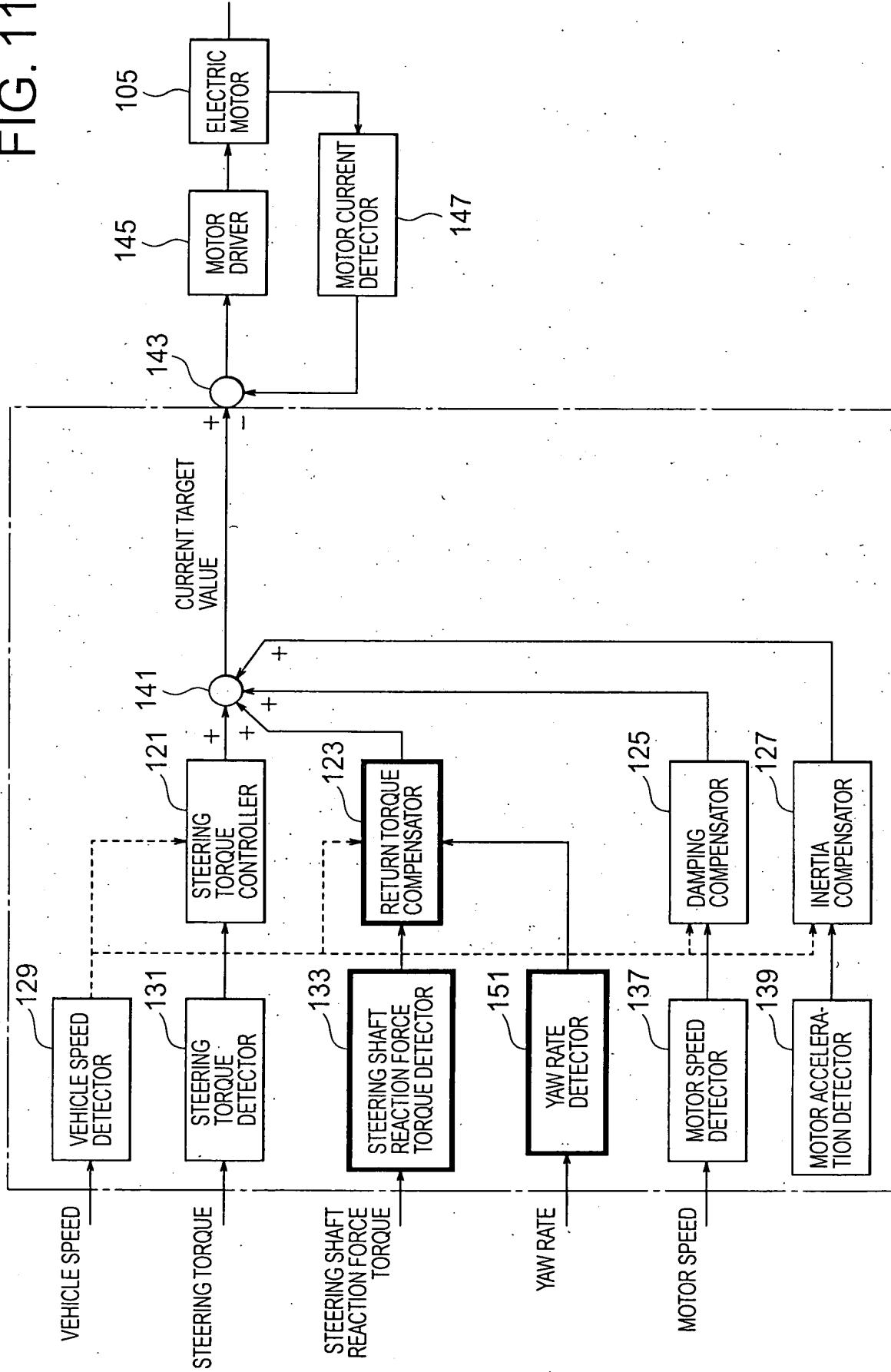


FIG. 12

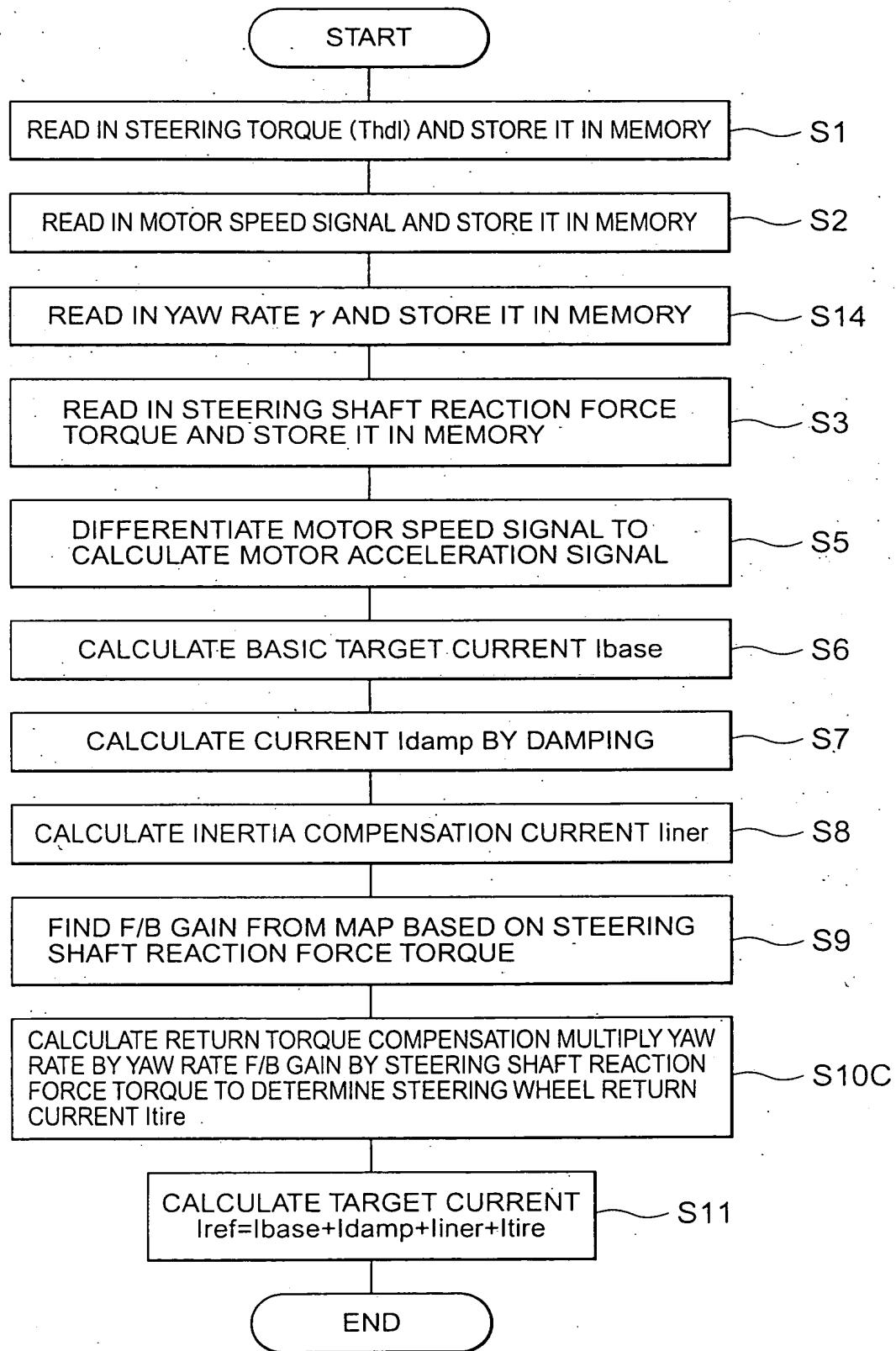


FIG. 13

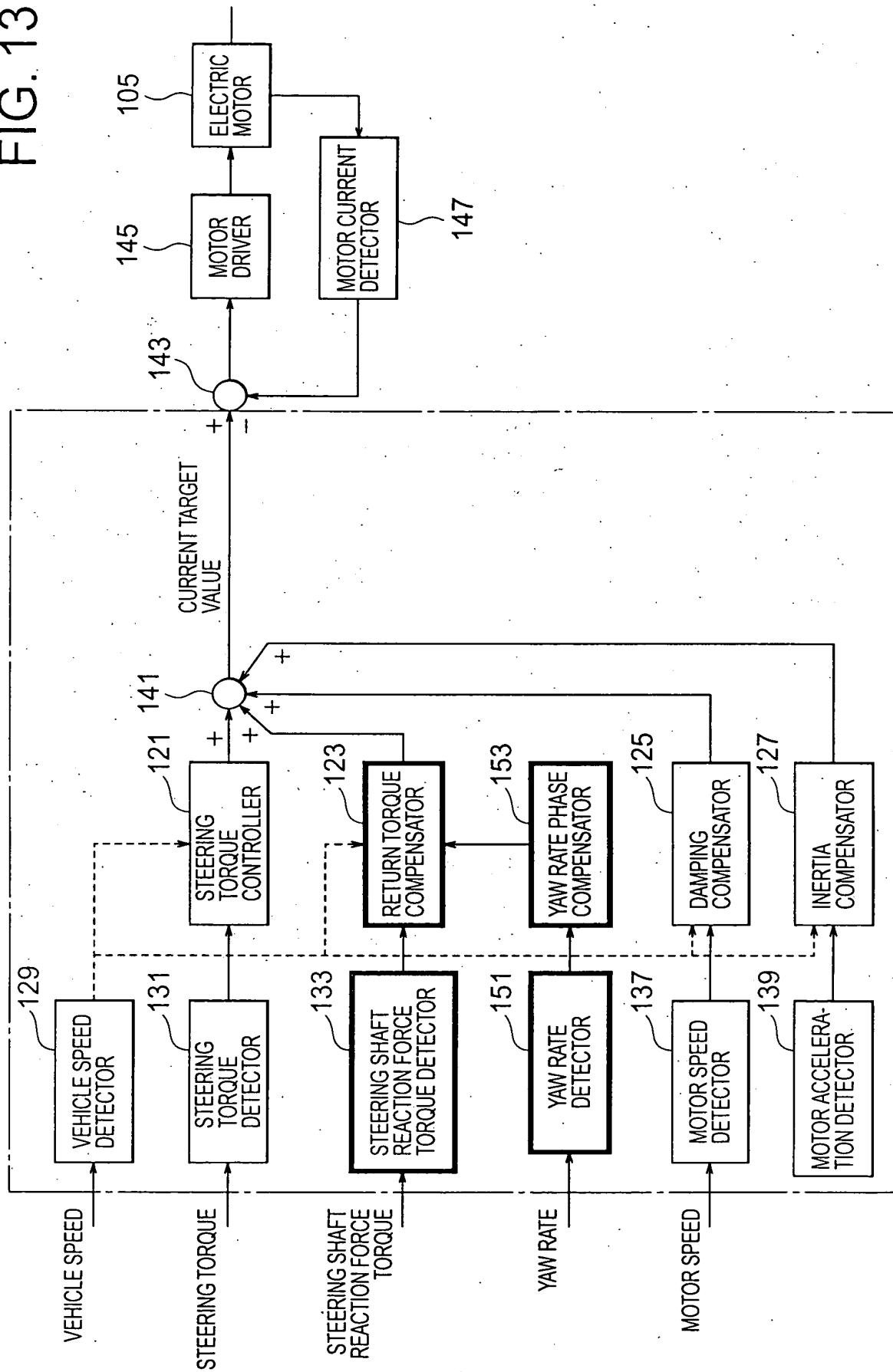
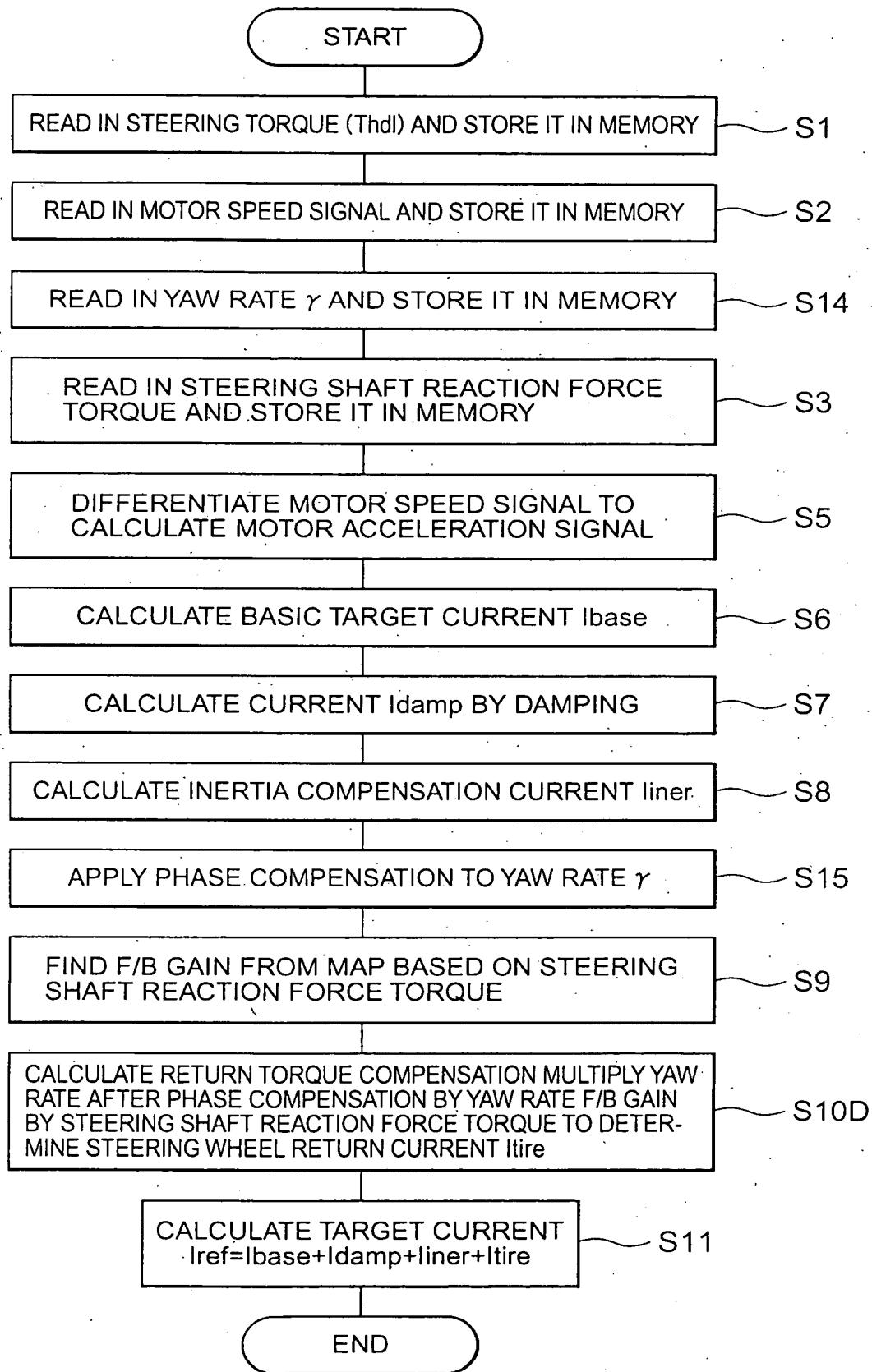
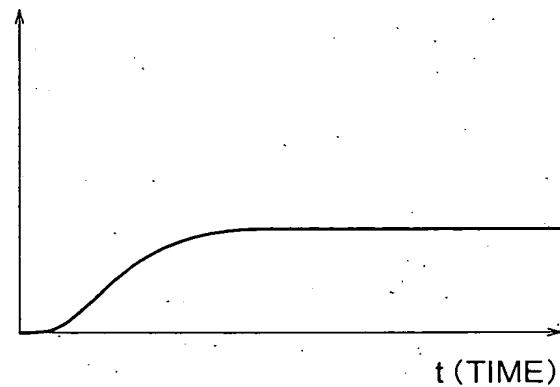


FIG. 14



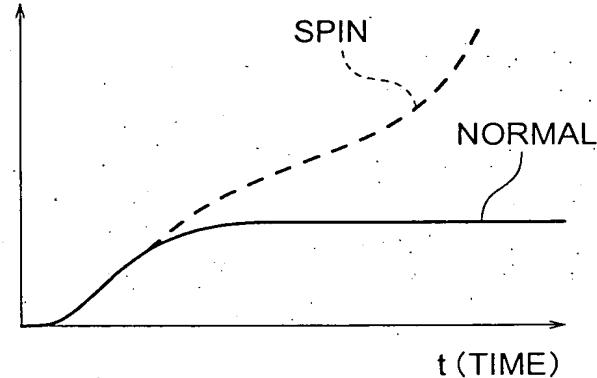
# FIG. 15

$\theta$  (STEERING WHEEL ANGLE)



# FIG. 16

$\gamma$  (YAW RATE)



# FIG. 17

ltire

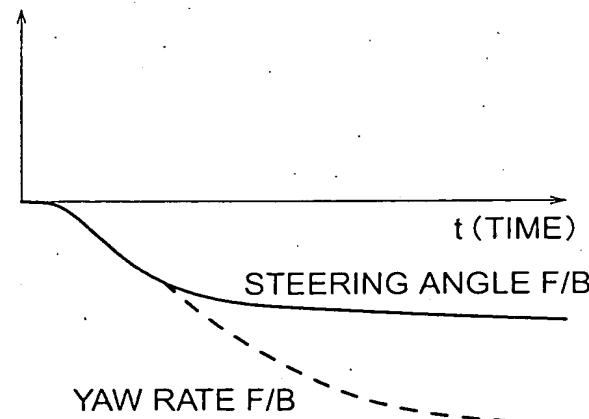


FIG. 18

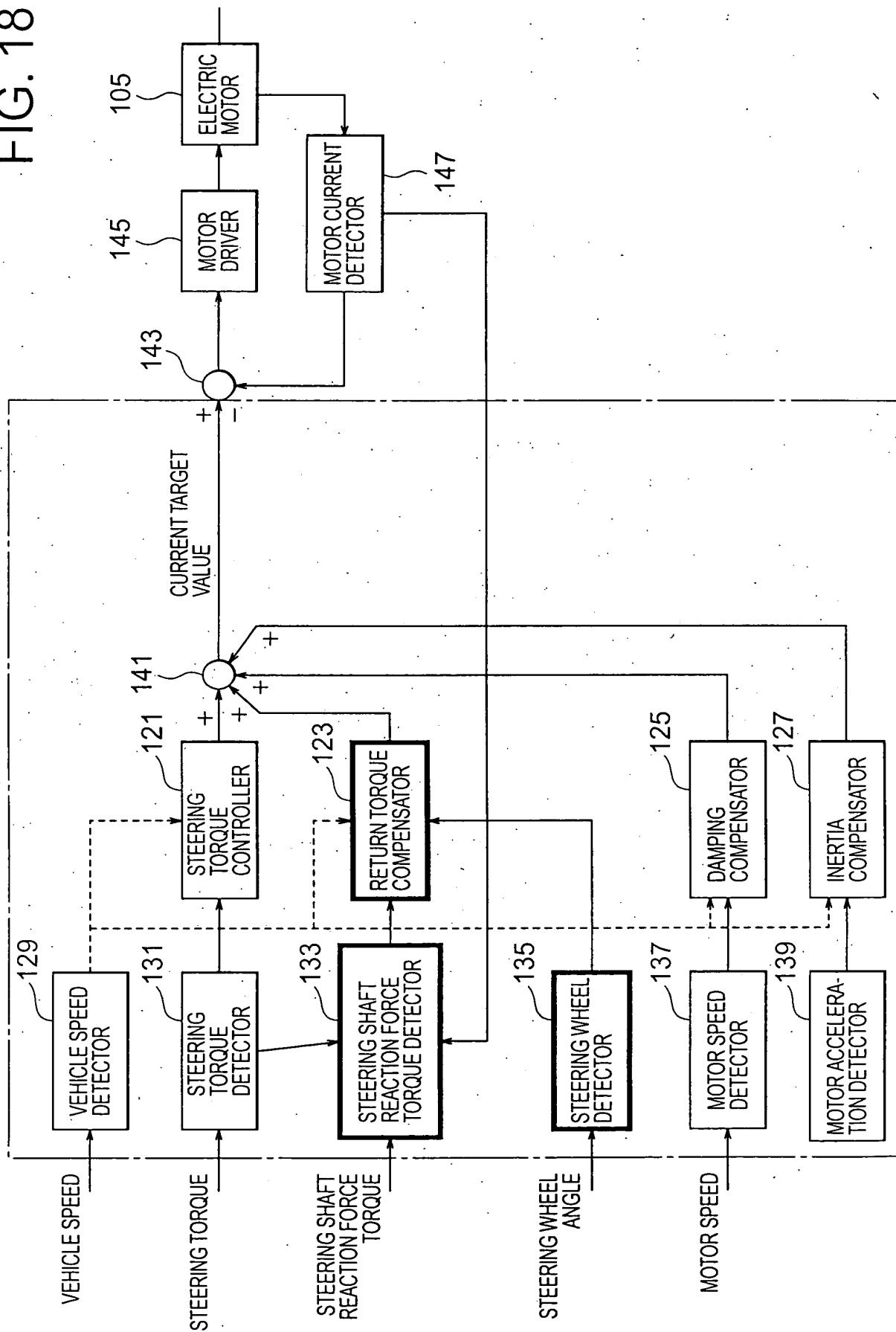


FIG. 19

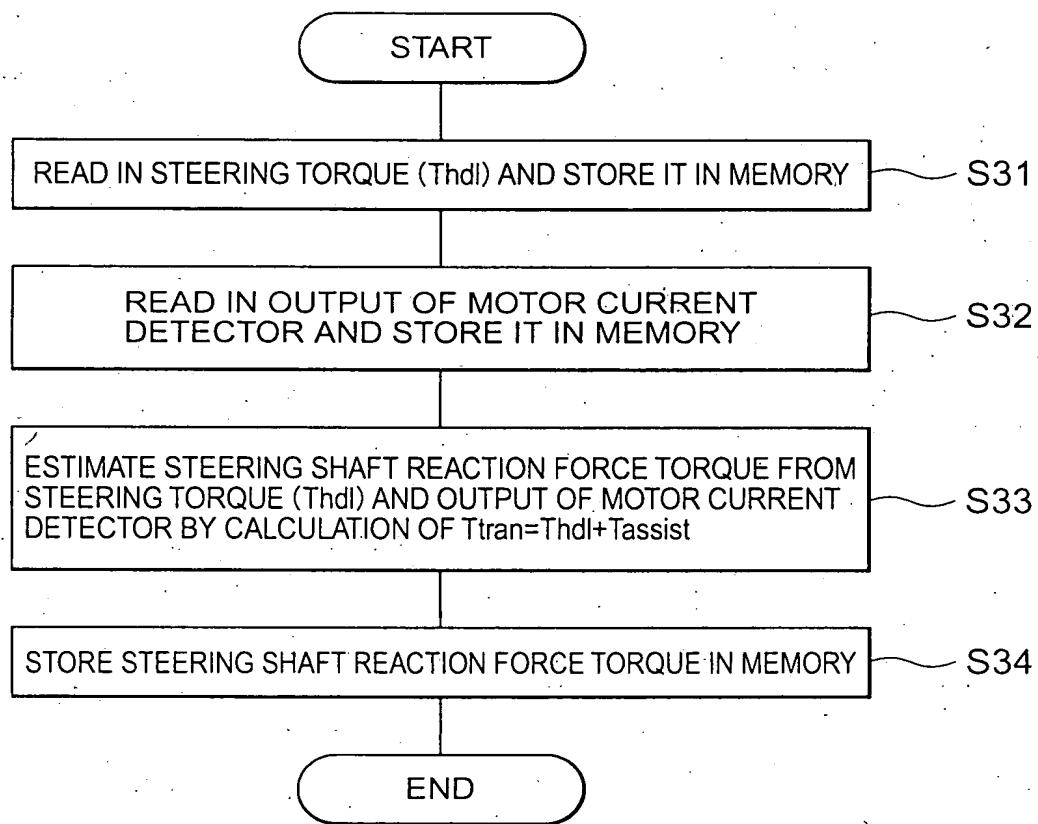


FIG. 20

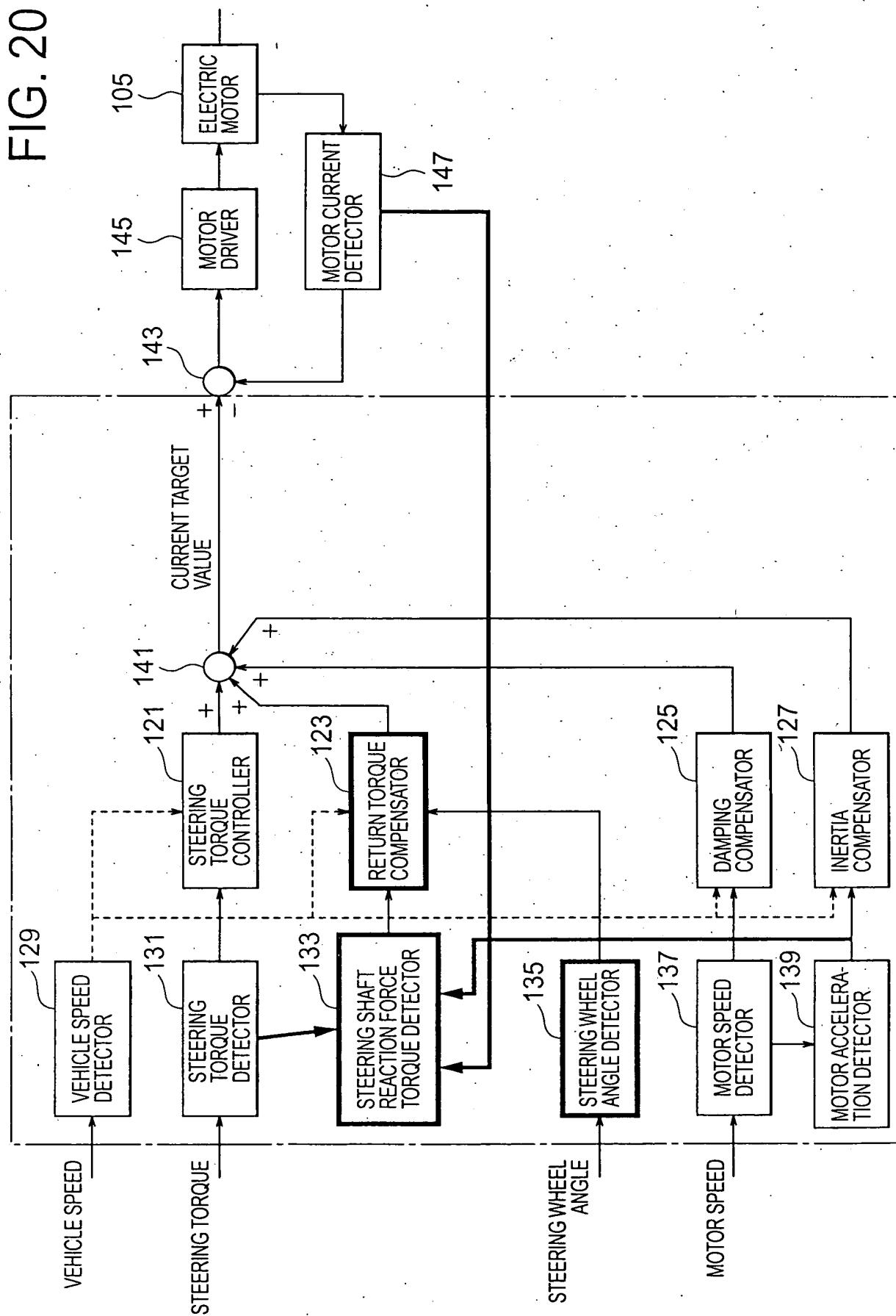


FIG. 21

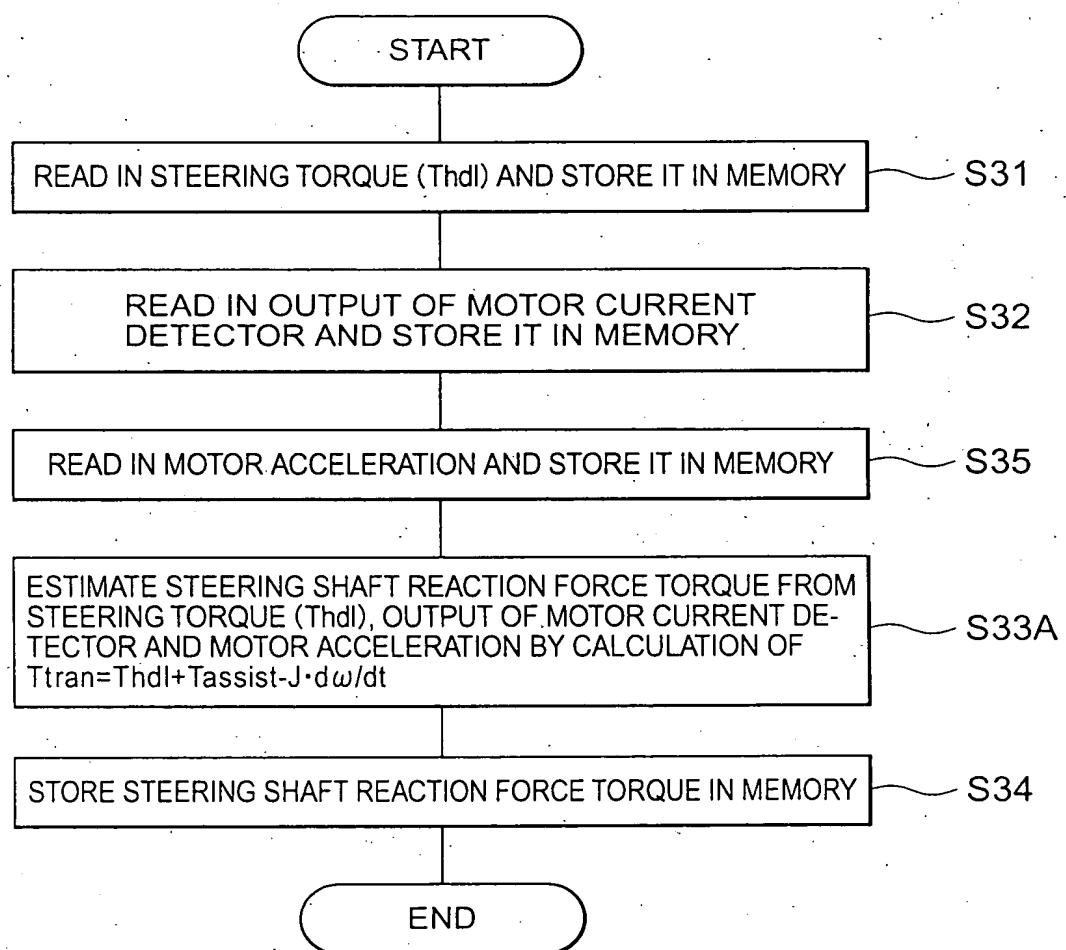
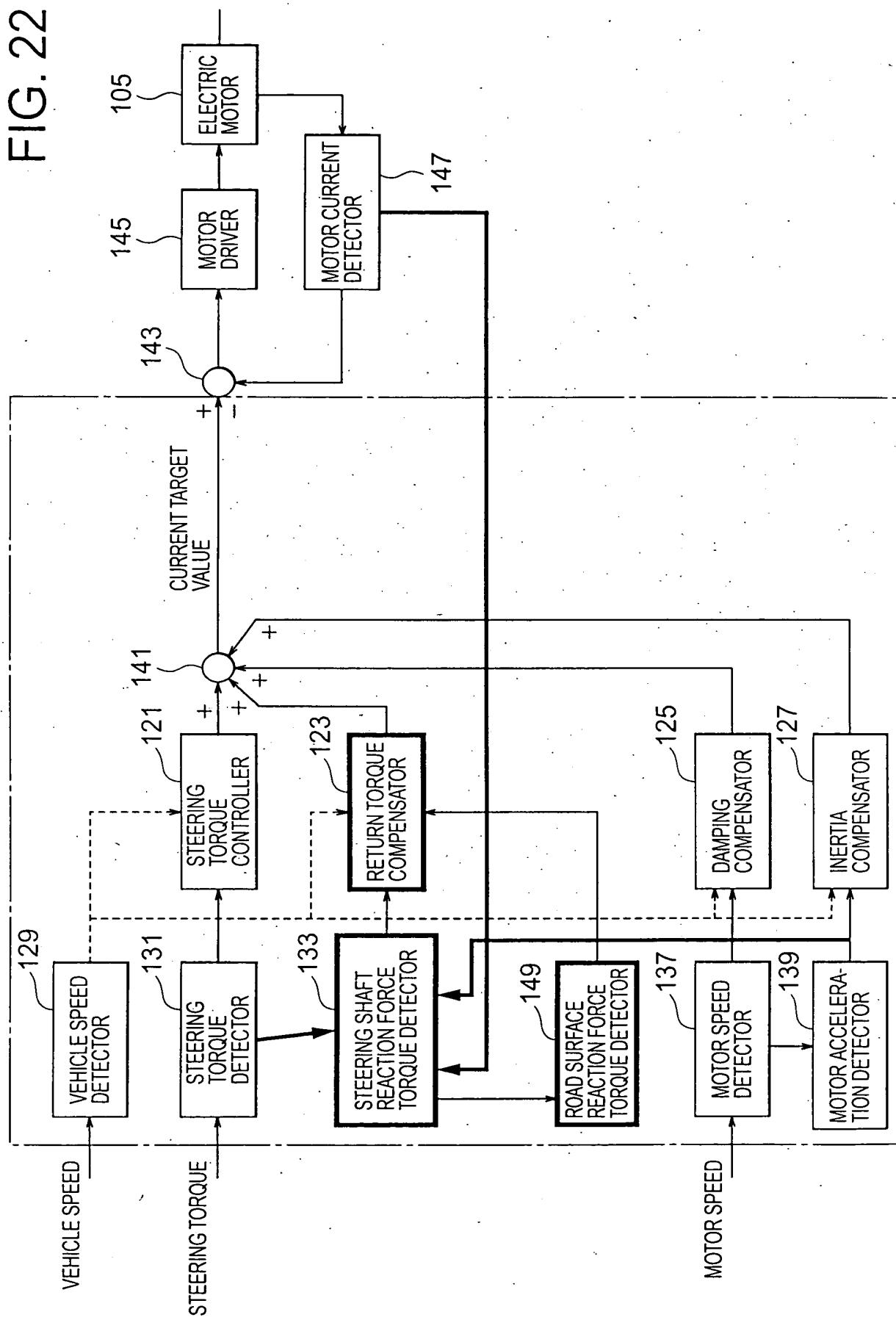


FIG. 22



# FIG. 23

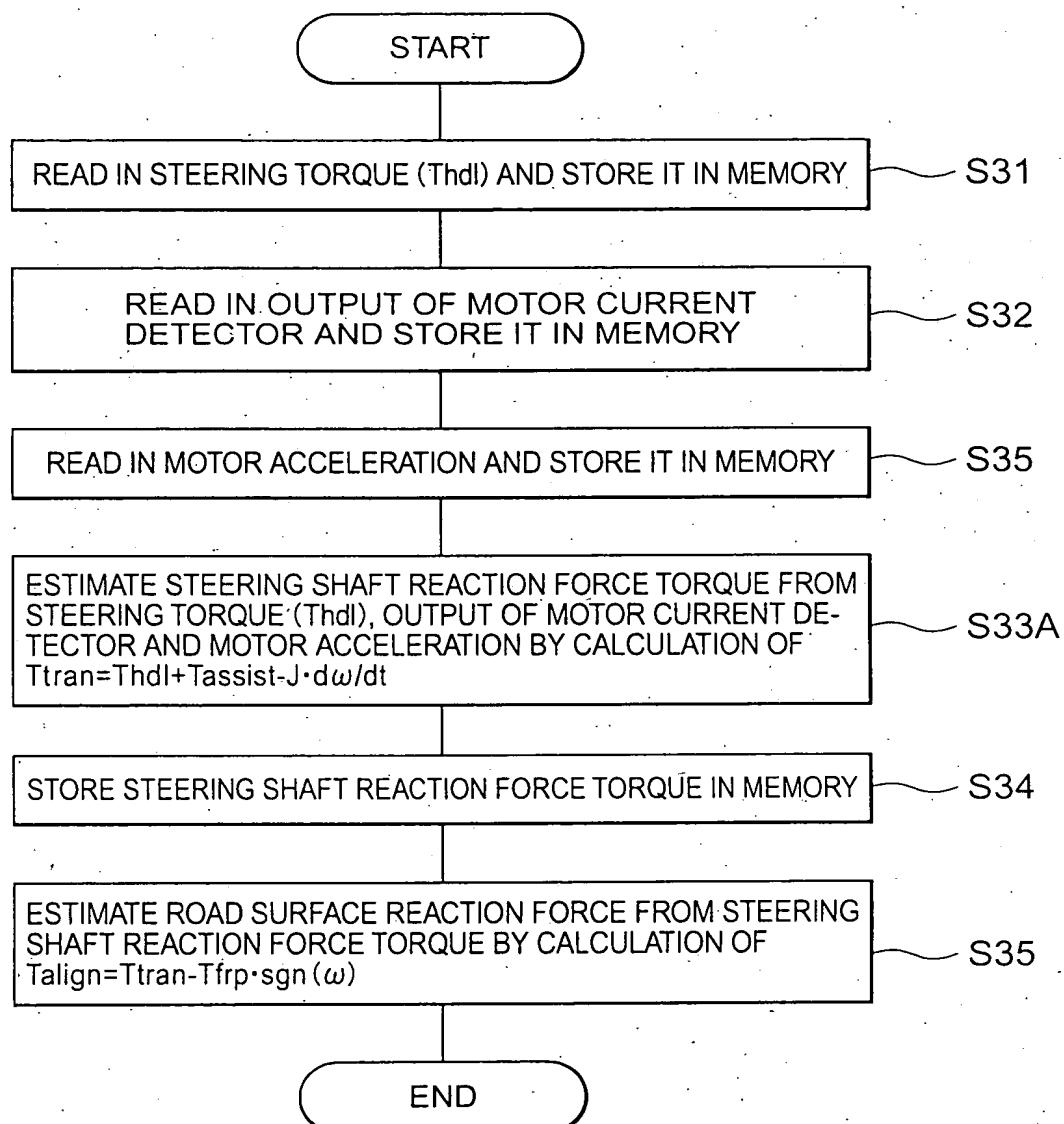


FIG. 24

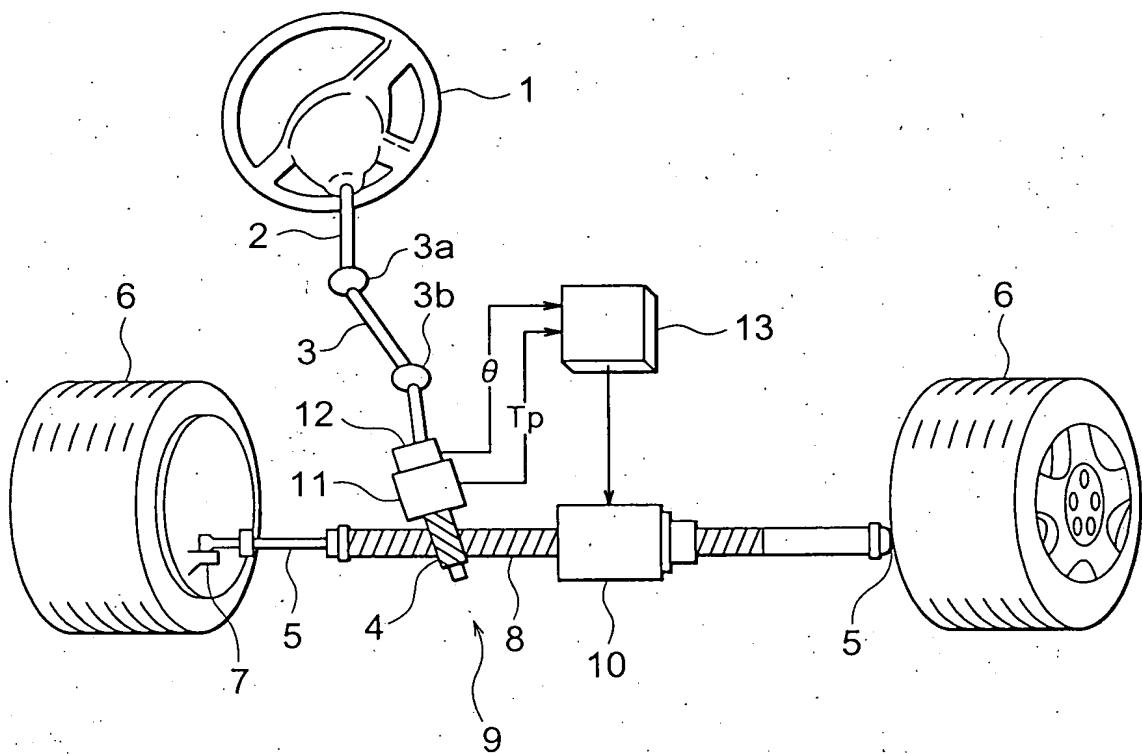


FIG. 25

